JPRS 83013

4 March 1983

USSR Report

TRANSPORTATION

No. 109

FBIS FOREIGN BROADCAST INFORMATION SERVICE

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RAILROAD

MOSCOW ENTERPRISES TAKE INITIATIVE, HELP IN REPAIRING RAIL CARS

Moscow City Government Lauds Effort

Moscow MOSKOVSKAYA PRAVDA in Russian 31 Oct 82 p 1

[Unsigned Article: "At the Moscow City Committe of the CPSU: Freight Cars and Containers -- Prompt Repair"]

> [Text] The Bureau of the MGK [Moscow City Committee] CPSU passed a decree: "On the Initiative of Enterprises in Industry, Construction, and Transport in the City, Which Have Assumed Obligations to Dispatch Every Car and Container from the Moscow Railroad Center in Working Condition."

The decree notes that a large number of freight cars and containers requiring repairs arrive at the Moscow railroad center. This creates definite strains in dispatching them to enterprises and organizations to be loaded with finished products.

On the basis of state interests in the utilization of transportation resources, a number of enterprises have decided to undertake routine repairs of cars and containers on their own and to send them from the Moscow railroad center only in proper condition.

The following enterprises have concluded agreements with the Moscow Railroad on joint efforts in the repair of cars and containers: The Motor Vehicle Plant imeni I. A. Likhachev, "Serp i Molot", "Stankolit", "Krasnyy Proletariy", Lyublinskiy Casting and Mechanical, Moscow Turbine, No 1 State Bearing, Krasnopresnenskiy Ferroconcrete Structure Home Construction Combine No 1 of Glavmostroy, Ferroconcrete Structure No 2 of Glavmospromstroymaterialov, the Moscow Food combine and the "Trekhgornaya Manufaktura".

The enterprises have assumed the following obligations: Every car or container released after unloading, or dispatched after loading will be in technically working condition, and if necessary, will be cleaned.

For example, this year the "Serp i Molot" Plant repaired 55 rail cars with damaged bodies, doors, latches, etc. The Moscow Turbine Plant rebuilt 36 freight cars. About 100 rail cars a month are repaired on the sidings of the Motor Vehicle Plant imeni I. A. Likhachev. These enterprises have trained the personnel and created special repair groups to fix defective cars. During January - October 1982 the No 1 State Bearing Plant repaired 60 rail cars and about 6,000 containers. The "Trekhgornaya Manufaktura" Plant has enlisted auxiliary shop workers into the repair of damaged containers as they arrive.

Similar work is under way at the other enterprises mentioned. On their part, Moscow railroad workers are fulfilling the obligations they have assumed, carrying out a large volume of car repair work, supplying enterprises with materials and spare parts, and training personnel in the proper methods of routine repairs on rail cars and containers. The agreement also determined norms for idletime of transportation equipment under repair, and procedures for their dispatch and receipt after repairs.

The joint efforts of industry, construction, transportation enterprises in the repair of rail cars and containers has considerably increased the operational fleet and more completely met the economy's need for transportation equipment.

Recognizing the great national economic significance of this initiative, the Bureau of the CPSU MGK, in its decree, approved the initiative of the above plants and the Moscow Railroad to ensure the working condition of every rail car and container dispatched from the Moscow railroad center.

Party, trade union, Komsomol organizations, and managers of enterprises and organizations using rail cars and containers for hauling freight should widely apply this initiative, which includes: Signing contracts with the Moscow Railroad to restore rail cars and containers requiring routine repairs, conducting the necessary repairs in minimum time, and ensuring the safety of transportation equipment.

The decree recommends that the Moscow Railroad, and the Moscow Division of the October Railroad supply enterprises and organizations doing repair work on rail cars and containers with materials and spare parts, promptly send representitives to solve problems covered by the contract, increase the responsibility of operating personnel for the safety of rolling stock during switching operations, and widely expand rail car repair work at enterprises of the railroad center.

CPSU rayon committees, party, trade union, and Komsomol organizations of enterprises in industry, construction, transportation and other sectors of the city's economy must expand explanatory work in collectives on the significance of the Moscow enterprises' initiative to ensure the working condition of every rail car and container dispatched from the Moscow railroad center, and organits extensive application at the city's enterprises and organizations,

Examples of Railroad-Enterprise Cooperation

Moscow GUDOK in Russian 4 Nov 82 p 1

[Article by I. Kokoulin]

> [Text] A large number of freight cars and containers requiring repairs enter the Moscow center. There are nine car shops here. Special car repair equipment has been installed at the majority of stations and hundreds of thousands of cars and containers are repaired annually. Nevertheless, loadings are hindered by the shortage of rolling stock in working order. The capital's industrial organizations have come to the assistance. This year 11 Moscow enterprises repaired, using their own resources, 700 freight cars and 8,000 containers. Now the following plants have concluded agreements with the Moscow Railroad on joint efforts in the repair of rail cars and containers: The Motor Vehicle Plant imeni I. A. Likhacheva, "Serp i Molot", "Stankolit", "Krasnyy Proletariy", Lyublinskiy Casting and Mechanical, Moscow Turbine, No 1 State Bearing, Krasnopresnenskiy Ferroconcrete Structure Home Construction Combine No 1 of Glavmostroy, Ferroconcrete Structure No 2 of Glavmospromstroymaterialov, the Moscow Food Combine and the "Trekhgornaya Manufaktura". The spread of their experiment to all the capital's railroad sidings would permit the repair of about 40,000 rail cars and 30,000 containers annually. The partners' obligations are precisely delineated in the agreements signed by managers of the Moscow Railroad and the 11 enterprises. The receiver is obligated to put into technical working order each car or container when released after unloading. They will not be transferred to the tracks of the MPS [Ministry of Railways] if the car bodies are not in order or have not been cleaned of freight residues. The Moscow Railroad is to supply the enterprises with lumber and spare parts, organize the instruction of enterprise workers in the rules of rail car and container routine repairs, and to accept the cars after repair. A procedure has been established for the transfer of out of order empties and receiving repaired ones. Our correspondent visited Moscow center enterprises. We print his report below.

Kozhukhovo Station: An unusual inscription is visible on the panel of a boxcar with a bent door: "Repaired by ZIL". Why ZIL, when this should be done by the PTO [Technical service point] collective? It turns out that railroad workers are only repairing flatcars, while the auto plant has put the repair of boxcars upon its own shoulders.

One should note that ZIL's shoulders are quite strong. The transportation shop has five stations, its own fleet of rolling stock, and a depot. Of, course, there are problems here: there are not enough parts and equipment for repairing rolling stock. All the same, last year, the workers at ZIL repaired 420 rail cars, with a planned figure of 400.

Viktor Ivanovich Deykin, chief of ZIL's transportation shop, explains: "We hung the door, welded on parts which had been torn off, and repaired the panels. In order to increase work volume it is necessary to build a siding for ten cars and acquire a Donbass-2 machine."

The Moscow Freight-Kursk Station

"Lukich, we have decided to repair the car, we need it for loading freight."

This was a phone call from the "Serp i Molot" Plant's railroad shop to Vladimir Lukich Chentsov, senior foreman of the PTO.

He answers: "I will allow it, only remember, that we check the quality."

The plant began to repair rolling stock ten years ago, when there was an acute shortage of empties for loading.

If the bad-ordered car were dispatched to Lyublino, as the rules require, it would take an entire day. The defect can be eliminated quickly on the spot, and the car is ready for loading.

Now, however, after the conclusion of the agreement, the relationship between the railroad workers and the shippers has been raised to a new level. The "Serp" will not only repair rail cars needed by the enterprise itself, but also rolling stock sent for inspection and adjustment.

This is not by a verbal decision of the PTO foreman, but by a common juridical act between the representatives of the railroad and the enterprises. This document indicates the repair volume and rail car idletime.

Likhobory Station: Here, a few years ago was introduced the rail network's first flow line method for repairing large tonnage containers.

Railroad workers are now increasing their operational capacity. An open, mechanized area for repairing cars is being built. It will have a gantry crane, stationary electric jacks, and other machinery. Next year it is planned to put into operation a container washing and drying room.

Aleksey Nesterovich Staroverov, deputy chief of the depot, explains: "In addition, at the Moscow-Southern Port Station, where our training point is in operation, **it is** planned to build a special shop at which the repair of uncoupled cars will be completely mechanized."

The introduction of new capacity will permit the collective at the Likhobory Depot to almost double rail car repair work volume.

The Bureau of the MGK passed the decree: "On the Initiative of Enterprises in Industry, Construction, and Transport in the City, Which Have Assumed Obligations to Dispatch Every Car and Container From the Moscow Railroad Center in Working Condition."

Party, trade union, and Komsomol organizations, and managers of enterprises and organizations using rail cars and containers for hauling freight should widely apply this initiative, which includes: Signing contracts with the Moscow Railroad to restore rail cars and containers requiring routine repairs, conducting the necessary repairs in minimum time, and ensuring the safety of transportation equipment.

It is recommended that the Moscow Railroad and the Moscow division of the October Railroad supply enterprises and organizations doing repair work on rail cars and containers with materials and spare parts, promptly send representitives to solve problems covered by the contract, increase the responsibility of operating personnel for the safety of rolling stock during switching operations.

CPSU rayon committees, party, trade union, and Komsomol organizations of enterprises in industry, construction, transportation and other sectors of the city's economy must expand explanatory work in collectives on the significance of the Moscow enterprises' initiative to ensure the working condition of every rail car and container dispatched from the Moscow railroad center, and organize its extensive application at the city' enterprises and organizations.

Official Cites Successes, Problems

Moscow MOSKOVSKAYA PRAVDA in Russian 20 Nov 82 p 1

[Article by O. Topchiyan, chief, Moscow-Environs Division, Moscow Railroad]

[Text] The capital's labor collectives have always been distinguished by a spirit of innovation and creative search. This year, when Muscovites, together with the entire Soviet people are preparing to celebrate the 60th Anniversary of the formation of the USSR, the capital's workers have repeatedly begun valuable initiatives furthering the intensification of the national economy and which have found the widest support. Recently progressive collectives of Moscow enterprises became pioneers in a valuable new initiative: they decided to use their own resources to conduct routine repairs of rail cars and containers dispatched from the Moscow railroad center. This suggestion was approved by the MGK of the CPSU. The decree states that party, trade union, and Komsomol organizations of enterprises in the city's construction, industry, and transport sectors using rail cars and containers to haul freight must widely apply this initiative. The document stresses that the initiative, which was advanced by collectives of the ZIL, "Serp i Molot", "Krasnyy Proletariy", No 1 State Bearing, ferroconcrete structure, and other plants, is of great significance from the perspective of state interests. As you know, every day a large number of freight cars and containers requiring repair enter the Moscow railroad center. Because of this there are definite strains in supplying enterprises and organizations with rolling stock for loading finished products. We know this well from experience in the operations of the Moscow-Environs Division. As a rule, every day more than 1,000 cars are being unloaded and up to 600 are being loaded. There could be more, but a considerable number require repair. This is frequently not such major repair, but broken planks, damaged floors, and broken doors make the rail cars unsuitable for dispatch to the line. The enterprise can usually repair ordinary boxcars, but not specialized refrigerator cars and cement cars.

Right now I want to make a correction, so as not to create the impression that the plants have undertaken a task beyond their strength. After all, each only receives an insignificant number of rail cars, down to one-two, a day. Of course, among such giants as the "AZLK" Association and ZIL, the scale is different, but so are the capabilities.

Now, while the initiative is becoming ever more widespread, it is especially important to develop precise organization, with consideration given to enterprises' specific working conditions. Among the sizable number of our partners, only 168 have their own sidings, the rest lease them. A similar situation is characteristic for all sections of the Moscow Railroad. It should dictate the course of work organization. We give consideration to the capabilities of each enterprise in compiling agreements on freight car and container repair.

Thirty six such cooperation contracts have already been worked out and signed between railroad workers and production workers linked to our division. Far sighted work is under way at ZIL, they plan to build a specialized, technically equipped section. The "Krasnyy Proletariy", imeni Sergo Ordzhonikidze, and "Stankokonstruktsiya" have joined efforts, since they use the same siding. In addition, each of these enterprises has agreed to perform a specific type of repair work. Specialization is already noticeable: one plant is responsible for planks and everything involving lumber, the other, for painting, and the third for welding operations.

Before the agreements were concluded, there was a meeting at the line's division attended by representitives of industry and workers from all our departments: freight, traffic, car services, and material-technical supply. There were detailed discussions with each of the enterprises covering the rights and obligations of the parties, so that difficulties and misunderstandings would not arise. It was made known to the enterprises who at each station writes bad order reports, to whom in the transport shop they should go, where repaired and cleaned cars are received, how materials expenditures are accounted for, and idletime norms corrected in view of repair work.

Materials supply is one of the serious problems. In accordance with the agreement the railroad is obligated to supply enterprises with lumber for repairing the floors and walls of freight cars and containers; covers for unloading hatches, and other spare parts. In addition, it appears th t enterprises should be more attentive and thrifty managers than they are at present, and look after their resources. After all, if the problem involves, one, two, or five planks, they should not expect a cubic meter of lumber from us. It is another matter when a "half dressed" flatcar shows up. In a number of cases requests for materials can be handled in an operational manner, depending upon the amount required. However, the railroad's material-technical supply administration must now be especially careful in verifying the delivery of lumber to enterprises. For example, suppliers from Sverdlovsk and the Kirov Lumber Sales and Supply Administration owe the "Krasnyy Proletariy" several hundred cubic meters of lumber. I want to hope that the active participation of enterprises in rolling stock repair will help reduce the number of damaged cars. The problem is that much damage results from unloading. There are GOSTs [State standards] defining loading and unloading procedures. However, violations of rules for operating siding cranes and other specialized machinery, and simple sloppiness on the part of enterprise transport shop workers lead to frequent troubles. For example, if metal sheets are not placed under them, electric loaders damage rail car walls and floors. If workers are careless with loader forks they will surely damage car walls; crane grapples frequently damage gondola sides, etc. One only has to see how, while unloading sand and gravel, bulldozers crawl from one car to the next. These cars naturally become completely unfit. One should think that the initiative's extensive application will assist in raising the technological discipline of transport shop collectives.

Even today, however, quite a lot is being done. The experience of such partners of ours as ZIL and State Turbine No 1 deserves the most careful study and use in daily work. They have the so-called flying brigades. These include people who are engaged in loading and repair work. We are now everywhere organizing the training of enterprise workers in the rules for performing routine repairs on freight cars and containers, and giving them the help necessary in this new work. However, they could master it faster through direct acquaintance with the work of those collectives which have already passed through the first organizational period.

The progressive enterprises' initiative has prompted us to search for reserves to improve the entire rolling stock repair process. At the division it is planned to implement a series of measures which will improve, on a broader scale, all repair work. Two highly mechanized points for car repair are being set up at the Southern Port and at Likhobory Station. Their operational introduction will double the amount of rolling stock repaired.

The second stage of the car shop reconstruction is under way. Here large capacity 20 ton containers are being rebuilt. It was planned to complete work by the end of next year. Having weighed the possibilities, the collective decided to complete the work in the first quarter of 1983. The joint efforts of industrial enterprise and railroad workers will assist in raising the rolling stock coefficient of utilization. In the final account this means growth in the national economic efficiency of social production.

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CONFERENCE ON 'MOSCOW INITIATIVE' FOR RAIL CAR REPAIR

Participants Issue Appeal

Moscow GUDOK in Russian 1 Dec 82 p 1

[Unsigned Article: "Appeal of Participants at the Conference of Representitives of Labor Collectives from Enterprises in the Capital Advancing the Initiative to Ensure the Proper Repair of Every Rail Car and Container from the Moscow Railroad Center, to Collectives of Moscow Enterprises and Organizations"]

[Text] Dear comrades! Moscow workers, just as the entire Soviet people, are putting into life the historical decisions of the 26th CPSU Congress with great advances and enthusiasm, and are diligently fulfilling the targets of 11th Five-Year Plan. Actively participating in socialist competition in honor of the 60th Anniversary of the formation of the USSR, Muscovites are striving to mark the jubilee with labor achievements.

The capital's workers unanimously approved the results of the November (1982) CPSU Central Committee Plenum, and the speech to the plenum by Yuriy Vladimirovich Andropov. The decisions of CPSU Central Committee plena and USSR Supreme Soviet sessions have become a program for economic and cultural development in the forthcoming period. Recommendations for the further development of industry, the agroindustrial complex, major construction, and the improvement of transportation have found a warm response among Muscovites.

The implementation of the program outlined by the party requires the exertion of all efforts by each collective, worker, engineering-technical worker and employee, a high degree of organization and discipline, and the operational introduction of new production reserves.

It is known that the successful work of industrial enterprises depends to a considerable extent upon the quality of transportation services. Transportation has a major role in the realization of plans for the nation's economic and social development.

Our party devotes constant attention to the improvement of transportation operations. The 26th Congress posed the task of completely and promptly meeting the needs of the national economy and the public for transportation, and improving the levels of transportation use and reliability.

It is very important to ensure the stable operation of transportation, especially railroads, in order to successfully fulfill the 1983 plan.

In view of the continuously growing volume of railroad freight transportation, and the acute shortage of rolling stock, problems of a careful attitude towards cars and containers, and of maintaining them in working order acquire primary importance. Railroad workers are taking measures to repair cars and containers. However, more defective ones enter the Moscow railroad center than can be repaired by the line's specialized units.

Based upon state interests and creatively solving the task of accelerating freight transportation, collectives of the following enterprises, jointly with railroad workers, assumed obligations to dispatch rail cars and containers from enterprises in the Moscow railroad center only in working condition: The Motor Vehicle Plant imeni I. A. Likhachev, "Serp i Molot", Stankolit", "Krasnyy Proletariy", Lyublinskiy Casting and Mechanical, Moscow Turbine, First State Bearing, Krasnopresnenskiy Ferroconcrete Structure of Glavmostroy, and the following combines: Ferroconcrete Structure No 2 of Glavmospromstroymaterialov, Moscow Food, and "Trekhgornaya Manufaktura".

This year rail car and container repair organizations at these enterprises put more than 800 rail cars and 9,000 containers in working order.

The conference participants appealed to all the city's enterprises and organizations shipping freight in rail cars and containers with a call for their collectives to work in putting transportation equipment in working order, and to implement the measures necessary to repair rail cars in minimum time.

The matter should be organized so that every rail car and container leaves the enterprise with a operational car body, cleaned of freight residues. This requires the organization of specialized sections and brigades for rolling stock repair, the supply of all materials and equipment for repairs, the development of workers' initiative and creativity, and the explanation of the great national economic significance of this undertaking.

It is necessary for enterprises to sign contracts with the Moscow Railroad. They should determine the mutual obligations of parties, the procedure for delivering the rolling stock to the enterprise for repair and for returning it in working condition to the railroad. In each specific case the time required for repair should be established and provisions made to return the units to operation properly and rapidly.

It is essential to educate people in a thrifty attitude towards transportation equipment as national wealth, to decisively struggle against some workers' wastefulness and indifference, and to expand the role of labor collectives in these problems. Cars and containers should be safe during loading and unloading, and damages promptly eliminated when necessary.

Railroad workers should actively use reserves to increase rail car and container repair work at shops and stations, modernize equipment, create new repair sections and supply them with the proper machinery. They should ensure the safety of rolling stock in train movements and during switching operations, and deliver materials and spare parts to enterprises and organizations which have signed contracts for the repair of rolling stock.

Conference participants feel that the widespread application among the city's enterprises of the initiative to repair rail cars and containers will be a concrete contribution by Muscovites to the further improvement of railroad transportation operations. They express confidence that collectives of all plants, combines, and factories in the city will respond to the appeal and become actively involved in this work.

Conference Conclusions Summarized

Moscow GUDOK in Russian 1 Dec 82 p 2

[Unsigned Article: "In Close Contact"]

[Text] At the conference it was noted that the problem of improving railroad transportation operation and increasing the efficiency of rolling stock use is a very pressing one. This was mentioned at the 26th Party Congress, the November (1982) CPSU Central Committee Plenum, and in the speech to the plenum by General Secretary of the CPSU Central Committee, comrade Yu. V. Andropov.

This obligates party, soviet, and economic organs, and every labor collective receiving or shipping freight by railroad to find new reserves for helping railroad workers, and to achieve high indicators in joint work. In Moscow it is necessary to ensure the complete and prompt satisfaction of the needs of the national economy and the public for transportation, and to improve the levels of transportation use and reliability.

The initiative of a number of progressive Moscow enterprises to assist railroad workers and to increase their contribution to improve the operational efficiency of the Moscow railroad center is important and timely. This initiative by Muscovites received high approval by the CPSU Central Committee. The initiative of these plants and enterprises of the Moscow railroad center, who have assumed obligations to perform routine repairs on car bodies and containers using their own resources, has found widespread support among the capital's labor collectives.

Moscow is a large rail center. Its stations annually receive and ship millions of tons of freight of various kinds. The capital's railroad workers participate in ensuring the transportation of foodstuffs, raw materials, fuel, and other products necessary for the normal life of the population and the continuous operation of the economy. They also haul products from Moscow's industry being sent to other regions in the nation. The main share of the railroad center's freight operations is conducted on side tracks. Hundreds of organizations in Moscow are involved in the loading and unloading of freight cars. More than 1,000 enterprises in the city dispatch and receive containers.

For various reasons about 12 percent of the rail cars and 25 percent of the containers require repair work before loading or after unloading. Railroad workers exert much effort to repair rolling stock. Work capacity is increasing, equipment is being modernized, and shops expanded. Production indicators are improving. While last year 306 rail cars were repaired every day, this year the figure is 320. Nevertheless, the line did not succeed in conducting all the work at specialized units.

The city's industrial enterprises are helping the railroad workers. This year they repaired, using their own resources, 800 rail cars and 9,000 containers, thus accelerating the turn-around of transportation equipment and increasing its productivity. The main thing is the prompt loading and dispatching of many kinds of freight from Moscow industry to the consumers.

All the same, a considerable number of rail cars and containers are sitting idle because of defects. The Moscow enterprises' inititiative has great significance in this regard. It helps increase transportation volume, accelerates turn-around and deliveries to customers, and increases the economic effect.

It is a delight to see that more and more organizations in the city are becoming involved in this major and necessary matter. Large enterprises such as the "Kompressor", Karachavskiy Mechanical, imeni Vladimir Il'ich, "Dinamo", "Frezer", and "Stankoagregat" have assumed obligations and concluded contracts with the Moscow Railroad to repair rail cars and containers.

The main task now for party organizations and economic managers is to put this work on a higher level. Through their common efforts, railroaders and workers from industry, construction and other sectors must improve the rolling stock repair situation and very rapidly return all rail cars and containers in working order.

It was noted at the conference that party raykoms, and party and economic organs should propagate and introduce this initiative of progressive enterprises to repair arriving cars and containers. It is essential to conduct extensive explanatory work with people, mobilize them for active participation in this important state concern. This problem should be examined at party raykom bureaus, measures determined to introduce the experience of progressive enterprises in their rayons, and the course of work constantly supervised.

It is essential to see that without exception all organizations using railroad freight services participate in rolling stock repair. Enterprises and the railroad should sign contracts on joint work in repairing cars and containers.

The managers of the initiating enterprises are acting properly in creating specialized brigades and sections for repairing rolling stock. It is essential to everywhere conduct extensive organizational work, prepare the technical base well, and see that there are the conditions necessary for repair work. In addition, stress should be placed upon the importance of using the labor and political uplifts in collectives, which always accompany useful initiatives and a creative attitude towards work.

Rail car and container repair requires material outlays. The city's material-technical supply administration should see that lumber and other materials are delivered to enterprises and organizations conducting these repairs on their own. This important concern cannot be allowed to break down because of a lack of materials causing people assigned to this work to stand idle.

Much also depends upon the railroaders themselves. There are still reserves in the Moscow center for increasing the repair work at shops and stations. At a number of them it is essential to accelerate reconstruction work, replace equipment, create new repair sections and supply them with the appropriate machinery.

Managers of the Moscow Railroad, and the Moscow Division of the October Railroad must further expand rail car and container repair capacity. They should see to the smooth cooperation between station and shop workers and enterprises.

An economical attitude towards transportation equipment, and its technically competent operation are also major problems. There are intolerable cases of stations and shops allowing damage to cars and containers because of their personnel's negligent and careless attitude towards them, and through the violation of rules for loading, unloading, and switching operations. This year more rail cars were damaged than last year on sidings in the Moscow center. Cars are most frequently damaged at the No 24 Construction Materials, and the Ferroconcrete Items Combines of Glavmosstroy, the No 2 Concrete Plant, and enterprises of the Ministry of Ferrous Metallurgy, and the Ministry of Power and Electrification.

So far this year outlays for car repairs on the Moscow Railroad have amounted to more than 70,000 rubles. In addition, they remain idle for an additional three to five days in all repair operations.

All such cases should be carefully analyzed at enterprises and the reasons for damages to cars eliminated. Party committees and bureaus should not stand on the sidelines of these questions. Their task is, in a partylike manner, to thoroughly question the guilty individuals and to require that the administration punish them and obtain compensation for the damage.

It is necessary to educate people in a zealous attitude towards transportation equipment as national wealth, to decisively struggle against the wastefulness and indifference of some workers, and to enhance labor collectives' role in these questions.

Party organizations and economic management of railroad divisions, stations and shops should see to the strict observation of existing norms and rules for switching operations, and increase the responsibility of middle level managers for the protection of rolling stock.

The instruction and training of enterprise workers in the rules of rail car and container routine repairs should also be organized everywhere. Railroaders should give enterprises the necessary help in this matter.

Special attention must be given to increasing production, management, and labor discipline. Party, trade union, and Komsomol organizations have an important role to play here. The final results depend to a huge extent upon their organizational efforts, demands and initiatives.

It is essential to improve educational work among the masses, create an atmosphere of activity and discipline around the labor collectives engaged in this repair work, and see that everyone has a work load and no time is lost.

We must be well prepared and successfully work on rail car and container repair on 18 December of this year, a communist Saturday dedicated to the 60th Anniversary of the formation of the USSR.

Not a single rail car or container should stand idle in Moscow because of defects.

At the conference confidence was expressed that communists and workers at the capital's enterprises will handle the problems presented, answer the CPSU Central Committee decisions with deeds, and help railroad transportation work.

Views of Moscow Railroad Director

Moscow GUDOK in Russian 1 Dec 82 p 1

[Article by I. L. Paristyy, chief, Moscow Railroad]

[Text] Railroad workers in the capital, just as all Muscovites, very attentively read the materials from the November (1982) CPSU Central Committee Plenum and the session of the USSR Supreme Soviet, which outlined the program for the further implementation of the 26th Party Congress' historic decisions. The main points and conclusions in the speech to the plenum by General Secretary of the CPSU Central Committee Yu. V. Andropov, have been taken as the basis of activities by all party organizations and the entire collective of the Moscow Railroad.

The junctions in the capital play an important role in the railroad transportation system. Sizeable resources have been invested in its development, nevertheless it operates under great strain. One of the reasons is the large number of defective rail cars. This hinders the movement of industrial enterprise products. Many rail cars are damaged during freight operations at sidings.

Of course, a large share of the work in repairing rolling stock lies on the shoulders of railroaders and their specialized enterprises and units. More than 100,000 freight cars and 250,000 containers on the line annually undergo some type of repair. However, repair requirements are growing.

Moscow railroaders are well aware of the fact that those collectives which repair rolling stock on their own are rendering them great assistance. Naturally, this involves only routine repairs on car bodies. The repair of running gear and frames, so important for train movement safety, is in all cases only performed by the railroad itself.

Studies show that the spread of this valuable initiative by plants and combines to all enterprises and organizations having sidings would permit the repair of an additional 40,000 rail cars and 30,000 containers annually.

The Moscow enterprises' initiative results in many additional operational cars without increasing the total fleet through the intensive use of rolling stock. The main thing now is how to more widely introduce this deed of progressive collectives. We have concluded 150 contracts with industrial enterprises in the capital and about as many are in the preparatory stages. However, it is necessary to include other organizations having sidings in the city.

On their part, the capital's railroaders are taking measures to actively introduce this valuable initiative. This was examined at the railroad's technical and economic council, and later by meetings of line workers. In all collectives there have been party meetings which discussed specific ways of developing the initiative.

Railroaders are seriously considering new forms of cooperation with industrial enterprises. The Moscow Railroad has assumed the obligation of supplying them with the materials and spare parts necessary for rail car and container repair. We have been given great help in this regard by the Ministry of Railways, which has improved material and technical supply to the line.

While concluding contracts with these enterprises, we are stepping up the pace of rail car and container repair in our units. A good example of this is the collective of the Likhobory Car Shops, where the conveyor line repair of large capacity containers has been organized. Here work has begun on the reconstruction of the shops and two mechanized points are being set up, increasing labor productivity at repair operations.

Other examples of this practical approach could be given. However, in a number of shops the work levels to not meet the requirements. It has therefore been decided to take effective measures to improve rail car and container repair work organization at our specialized units.

Enterprise Officials Lend Support

Moscow GUDOK in Russian 1 Dec 82 p 1

[Statement by Ye. I. Yerokhin, director, Karacharovskiy Mechanical Plant]

[Text] Previously, there have quite often been cases where our finished products sat on the loading platform, while the rail cars sent to haul the freight were removed from the plant's grounds because of defects. Both we and the railroaders suffered.

Fairly often our loaders have been careless and damaged the wooden paneling of cars, broken doors, and bent latches. Therefore, even the idea of repairing rolling stock on our own is in itself of great educational value.

Our workers have now become more careful towards transportation equipment. There are practically no cases of damage to cars during loading and unloading. More attention is given to firmly tying down freight. In short, technological discipline at the plant's transportation shop has markedly improved.

We support the initiative by collectives at Moscow's progressive enterprises, who have assumed the obligation to repair rail cars and containers on their own. The plant has issued an order which outlines the plan for joint efforts with railroaders. It makes provisions for the creation of specialized repair brigades and an equipped facility for inspecting and repairing rolling stock. The parties responsible for the organization of such work have been named.

We have concluded an agreement on joint efforts with the Moscow Railroad and have asked railroaders to speet up the issuance of recommendations for repair the rational use of materials,and for help in equipping repair points. We would like to become acquainted with the progressive experience railroaders have acquired in rolling stock repair.

Text of Statement by D. P. Yulin, party committee secretary, First State Bearing Plant

The First State Bearing Plant is a large user of rail cars and containers. We are concerned about improving their utilization. Supervised by the party committee, a search is under way for new methods and forms of rolling stock repair organization.

A container repair facility has been set up at the plant. Here most of the fitting, welding, and carpentry work is conducted.

In order to improve the operation it is essential to create a reliable technical base. This problem was posed at one of the party committee meetings. The attention of enterprise managers was directed towards shortcomings in container repair organization. The party committee has notified everybody of their personal responsibility for this important aspect of work and has taken measures to improve the situation. It has taken under its control the expansion of the container facility. In order to accelerate reconstruction it is necessary to relocate the parts storehouse. Next year it is planned to build a large structure for container repair.

These measures have had gratifying results. This year we have repaired 60 rail cars and 6,000 containers. This has helped in getting a considerable share of our output to the customer on time.

Text of Statement by G. D. Uzdin, director, Krasnopresnenskiy Ferroconcrete Structures Plant

There are still large losses of freight during transport. Many tons of free flowing bulk materials pour out of cracks in rail car bodies. Huge damage is done to the national economy.

We already have experience in repairing the Ministry of Railways' rail cars. On our own we repaired rolling stock loaded with items for building homes for petroleum workers in West Siberia. We are now repairing all rail cars arriving at the plant. We have trained the workers, created a specialized facility, and supplied it with the essential tools and materials.

Twenty rail cars are now repaired every month on our sidings. A large share of the rolling stock is put in working order through the use of economized materials.

What does this do for our plant? Above all it has improved the smoothness of rolling stock arrivals for loading. While in the first half of the year we were short about 100 cars for prompt loading, in the second half the loading plan has been overfulfilled

Text of Statement by V. T. Saykin, general director, ZIL Production Association

In his speech to the November (1982) CPSU Central Committee Plenum, General Secretary Yu. V. Andropov expressed special uneasiness about the situation in railroad transportation. One of the reasons for constant disruptions in the supply of the necessary number of freight cars for loading is the huge number of cars requiring medium and major repairs. Therefore the initiative of a group of Moscow enterprises, assuming obligations to repair railcars and containers on their own, is of great national economic significance.

This situation fundamentally changes the relationship between the railroad and the enterprises. Now, you see, the plant becomes not only a user of the Ministry of Railways' cars, but also their thrifty proprietor (khozyain). Our association has a technical base, a developed railroad service operation, to repair rolling stock. However, its workers cannot achieve good results without railroaders' active help.

For the past three years we have been constantly helping the railroad by repairing the Ministry's rail cars on our own. In the immediate future we will increase the volume of this work by 1.5 to 2 fold in order later to move on to all types of repair work. In order to do this we plan to build an enclosed facility which will be quite large and supplied with up to date equipment.

Jointly with the managers of the Moscow Railroad we have become acquainted with the territorial potentials of the adjoining station -- Kozhukhovo -- and have located a site for this project. Railroaders are expeditiously providing us with the essential documentation.

Examples of System in Action

Moscow GUDOK in Russian 1 Dec 82 p 2

[Article by I. Kokoulin]

[Text] One morning a gondola with a damaged hatch arrived at the siding of the "Serp i Molot" Plant. The brigade of Aleksey Yegorovich Mityushin went to work. A jack was set up, the hatch straightened out and a torn plank replaced. Now everything was in order. Freight could be loaded and sent to its destination.

"This is the 82nd Ministry of Railways car that we have repaired this year," **said** Viktor Vasil'yevich Bukhanov.

That's not a whole lot, but if each of the hundreds of enterprises in the Moscow rail center would make such a contribution, then thousands of rail cars would be repaired every year.

We approached Viktor Alekseyevich Shalabodin, rolling stock service chief at the railroad shop. Vladimir Lukich Chentsov, senior foreman of the technical service point at the Lyublino Car Shops, was standing near him.

"We have agreed upon a joint action plan with Lukich. We understand each other at once." Said Shalabodin.

Viktor Alekseyevich does not need to study railroad operations. A graduate of Moscow Institute of Railroad Transportation Engineers, for many years he has been thoroughly involved in the fine points of rolling stock maintenance repair. His operation includes more than a hundred cars and dozens of diesel locomotives.

"We began with minor repairs," Shalabodin noted, "then began to prepare the sides and other parts of flatcars and gondolas ahead of time, in order to quickly replace damaged ones. Among railroaders this is known as the unit method. In order for it to be more effective we must be supplied with the essential materials. As you know, up until recently we repaired only those rail cars which we needed for our own loads. Now we fix all defective rolling stock. A special brigade has been created for this. In order to prevent dragging a damaged flatcar through the entire plant, several properly equipped repair points have been set up in the shops."

Railroaders sent three empty gondolas to the Lyublinskiy Casting and Mechanical Plant. All of them turned out to be defective, with caved hatches, and the doors broken out. They were sent to a specially equipped area with a gantry crane.

"Now we have our own machinery." Said G. Vernikov, acting deputy chief of the transportation shop. "This is a great help. When we previously needed a crane it was quite often busy in another shop. One cannot lift a rail car door by hand."

Mikhail Ivanovich Smirnov's brigade repaired these three gondolas in three hours. The collective consists of experienced workers. The leader himself has worked at the plant for 28 years. Aleksey Vasil'yevich Filonov, an electric arc welder has 30 years, and Sergey Gerasimovich Ushkalov, a fitter, 15 years."

A specialized journal writes about all rolling stock repair work. From the articles it can be seen that light damage is repaired in an hour, and more serious problems in two-three. Twenty six rail cars were repaired in November.

"We have now established close ties with the collective of the Lyublino Car Shop." Explained G. Orobinskiy, chief of the plant's transportation shop. "We have signed a contract for them to initially supply us with several end doors and eight hatches. Later they will supply lumber. The plant's chief has signed an order outlining a system of technical and organizational measures for repairing Ministry of Railway rail cars."

In short, everything is being done so that defective cars arriving at the plant will be returned in working order. This valuable initiative has already included the "Kompressor", the Karacharovskiy Mechanical, imeni Vladimir Il'ich, "Dinamo", "Frezer", "Stankoagregat" plants, and it is expanding.

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RAILROAD

MOSCOW RAIL CAR REPAIR INITIATIVE RECEIVES WIDENING ATTENTION

Railway Ministry Supports Initiative

Moscow GUDOK in Russian 3 Dec 82 p 1

[Unsigned Article: "At the Board of the Ministry of Railways: An Economical Concern about Rail Cars"]

[Text] Yesterday, 2 December, the Board of the Ministry of Railways considered what needed to be done to provide the widest dissemination to the valuable initiative of industrial, construction, and transportation enterprises in the capital, who have assumed the obligation to ensure the good working condition of every rail car and container dispatched from the Moscow railroad center.

The speakers, V. N. Gin'ko, deputy minister, and L. V. Shovskiy, chief of the Main Administration for Railroad Cars, noted that this undertaking, highly valued by the Central Committee, and supported by extensive organizational work on the part of the MGK [Moscow City Committee] of the CPSU, is of great significance in improving the mechanical condition of the rail car fleet; of the more complete satisfaction of the national economy's transportation needs, and for the successful implementation of tasks posed to railroaders by the decisions of the November (1982) CPSU Central Committee Plenum and by the speech of General Secretary comrade Yu. V. Andropov.

Speaking at the board meeting, I. L. Paristyy, chief of the Moscow Railroad, used specific examples to demonstrate the changed attitude towards rail cars at many of the capital's plants. State interests dictate including the city's enterprises in the repair of rail cars. Previously, in order to repair minor defects in the car body, the car would be moved from the siding and over heavily traveled sections of the rail center for several dozen kilometers to a shop. Whole days were spent on this, and all this time the car was out of service. Now the elimination of car body defects is sort of included in the enterprises' operations. The enterprises and the railroad have now signed contracts which stipulate all the basic points concerning the organization of this important operation, i. e. this initiative has legal and economic foundations.

The board meeting stressed that, while thoroughly supporting and developing the Muscovites' initiative, it is essential to conduct the most decisive struggle against rail car damage both at our stations and at sidings of industrial enterprises. Can it really be tolerated that in only 10 months this year 47,000 rail cars were damaged on sidings and at ports? It is essential to take effective measures to increase the capacity of transportation's own repair base, and to improve the efficiency and quality of rolling stock cleaning operations. It is important to decisively suppress the vicious practice of moving defective cars, or as they are at times called, restricted, but suitable for loading, empty from line to line. After all, this results in loading down with useless work lines which are already loaded. Considerable amounts of equipment, material and energy resources are wasted for no purpose.

In their speeches, board members, and ministry administration managers dwelt in detail upon the complex of specific measures which must be implemented in the immediate future to put the rail car and container fleet into reliable mechanical condition. The discussion involved how to most effectively enlist industrial enterprises into this important matter, and how to base their relations with the railroad lines.

"The Muscovites' initiative," said Minister of Railways N. S. Konarev, "is a manifestation of an effective state and party approach to this important matter. It is very good that there is a clear cut plan for future operations on the Moscow Railroad. It is now necessary for the main administrations to determine what is necessary for this initiative to be applied throughout the entire country. We are obligated to do everything to make the maximum and most effective use of the help rendered to transportation."

The minister entrusted the main administrations to, with the appropriate organs, work out the problems involved with the transfer of materials, equipment, and assets to enterprises repairing rolling stock.

N. S. Konarev expressed confidence that the ministry and the lines would do everything necessary to see that this remarkable initiative by Muscovites would find universal support and the widest application.

In conclusion the minister dwelt upon railroaders' practical tasks in the area of rail car operations.

V. Ye. Biryukov, USSR Gosplan deputy chairman, spoke at the board meeting.

Responsible workers from the CPSU Central Committee and the USSR Council of Ministers, and N. N. Lavrent'yev, secretary of the Trade Union Central Committee participated in the work of the board.

Editorial Urges Nationwide Response

Moscow GUDOK in Russian 7 Dec 82 p 1

[Editorial: "Serve Rail Cars Reliably"]

[Text] When the discussion is about railroads, people speak first of all about rail cars. How many of them are available for loading, how many loaded, dispatched, moved from line to line, and unloaded? At what speed do they move, and get turned around? How is the consist formation situation? The most frequent complaint to railroaders is that they do not supply rolling stock for loading at the proper time.

The millions of moving rail car wheels really form a gigantic transport conveyor. All the remaining rail line and siding equipment at industrial enterprises serves, in the final account, for rail car movement, classification, loading and unloading. The success of transportation operations, and thus, the normal functioning of the entire national economy depend to a great extent upon the condition and utilization of the rolling stock fleet.

Assuredly, the structural complexity of a freight car, even the most modern one, can in no way compare to that of, say, an electric or diesel locomotive. However, one should not forget the conditions under which this car operates! In contrast to a locomotive or track machine it is not attached to a specific depot or district. It has no concrete proprietor. It does not travel just over one section, but throughout the entire huge railroad network, and also calls upon industrial enterprise sidings. Service personnel are constantly present during the operation of a locomotive or track machine, but not that of a freight car. This rolling stock is not serviced at a definite place, but where it happens to be when the established time between repairs expires. In other words, freight cars are operated and repaired under special conditions, radically different from other equipment.

The intensity of rolling stock utilization is much higher than in other countries. In recent decades it has increased sharply. There have been increases in speeds, in the length of nonstop runs, and in the speed at which consists are broken up at classification humps. Most importantly, perhaps, there have been changes in the very nature of bulk cargos; they are loaded and unloaded in a completely different manner.

While formerly ore was hauled, now it is mainly concentrate. Empty cars are not moved over long distances -- is this good? It is for transportation, and undoubtedly for the economy. But what about the freight car? Dry lumpy ore is not compressed and does not freeze en route. Moist concentrate, however, is transformed into lumps and monoliths. During unloading by a car dumper, these lumps come crashing down on the sides of the cars.

Every year there are more highly productive machines of various kinds, replacing manual labor at loading and unloading operations. This is, of course, cause for joy. People's work is easier and freight operations are conducted more rapidly. For the cars, this is not easier, but, on the contrary, more difficult. They are damaged by the incompetent operation of clamshell buckets, bulldozers, and magnetic cranes during unloading?

Gondolas are especially affected by winter. Moist ore, coal, and construction materials often freeze. Where there are no heaters for load thawing, they sometimes begin to use barbaric, there is no other way to call them, methods of unloading, even the use of blasting. During ten months of this year 47,000 instances of damage to cars during unloading at industrial enterprise sidings and at ports have been established. How much damage has not been found? It is also frequent at our own stations, especially during humping.

It turns out that even though the rail car base is expanding and greater amounts of machinery and equipment are arriving at shops, technical service points, and loading preparation points, because of the larger rolling stock fleet operating under conditions where every car is damaged several time annually, all this is insufficient.

Thousands of cars with defective bodies, the so called restricted, but suitable for loading rail cars, are moved from line to line. They are included in the working fleet, but nothing comes from them but trouble. Traffic carrying capacity is irrationally utilized, station, especially classification yard, siding operation, is made more difficult. And how much fuel and electrical energy is wasted! One also cannot shut one's eyes to the fact that the poor condition of rail car bodies has a very negative effect on freight protection and security.

We cannot and have no right to continue tolerating all this. It is essential to put a firm stop to car damage and to most decisively bring order to rolling stock, and organize its cleaning and regular repair. Of course, it would be very opportune to have the active participation of industrial enterprises in this important and urgent matter. In the course of the propagation of the well known initiative at Chelyabinsk, more than 200 specialized shops for rolling stock repair were set up at large enterprises, mainly in the ferrous and nonferrous metallurgy industries.

The undertaking by collectives at enterprises in the capital and railroaders on the Moscow mainline is a large step foreward in the struggle for an economical attitude towards the rail car fleet. Based upon state interests, they have assumed obligations to dispatch rail cars and containers, either loaded or empty, only in good operating condition. This means that any damage found must be repaired. Another important point is that the work has been put upon a firm contractual basis, with carefully thought out organization and technology. This remarkable initiative, supported by extensive organizational work on the part of the MGK CPSU, is highly valued by the party's Central Committee. GUDOK has already reported in detail about what has been attained and about the plans of the Muscovites.

The task now is to see that the experience acquired in the capital is put to use on all lines and at all enterprises receiving freight in rail cars and containers. What specifically needs to be done in this regard is defined in a decision by the board of the Ministry of Railways. The main thing is to ensure that everywhere people profoundly realize that they must have an economical attitude towards rail cars.

Preliminary studies show that the capital's enterprises alone can annually fix and clean up 40.000 rail cars and 30,000 containers. For the system as a whole, just the reduction of rolling stock arrivals at repair tracks of our stations and shops can provide an additional 2,200 cars for loading daily.

There is also a very important psychological factor here. At enterprises where cars are repaired there is an immediate change in the attitude towards this valuable state property. This is understandable. Who will be negligent towards rail cars or damage them, if they know that they themselves or their comrades at work will have to straighten out the damage?

There can be no doubt that the Muscovites' initiative, and its extensive application will be of great help to transportation. This alone is not enough for bringing order into the rail car fleet and maintaining it as it should be. It is necessary to energetically develop transportation's repair base. Existing capacity should be better utilized. Many depots work only one shift, have two days off weekly and are far less productive than progressive enterprises. It is also important to properly distribute forces between depots and technical service points, and to persistently improve work technology and organization. Finally the collective should take an interest in seeing that the rolling stock most in need of it is fixed and cleaned.

Every railroader and every siding worker should display economical concern about rail cars. This is a major condition for successfully fulfilling the transportation plan and the responsible tasks presented to transportation by the November Plenum of the CPSU Central Committee.

Yaroslavl Enterprise Has Similar System

Moscow GUDOK in Russian 10 Dec 82 p 1

[Article by Ye. Kuznetsov, party committee secretary, "Lakokraska" Production Association]

[Text] Workers at the "Lakokraska" Production Association in Yaroslavl warmly supported the deed of collectives at Moscow industrial enterprises, who have decided to repair, on their own, all freight cars arriving to be loaded. We have also acquired definite experience in this matter. The rules for loading products of the paint and varnish industry are very strict, precluding even the most insignificant defects in tank and other rail cars.

In April 1980 a contract was signed between our association, the Yaroslavl intersectorial industrial enterprise for railroad transportation, the Privolzhye Station and the Main Yaroslavl Rail Car Depot. This document determines the time allotments for rolling stock repairs and the procedures and equipment for conducting the work. The collective at the association's transportation shop is mastering ever greater volumes of repair work and improving its quality. Last year the transportation shop cleaned and fixed 1,328 rail cars, and this year more than 1,500.

In our socialist obligations we envisaged repairing 1,500 tank and other rail cars in 1983. However, when discussing materials from the November (1982) CPSU Central Committee Plenum and the session of the USSR Supreme Soviet, the association's workers, in addition to the implementation of measures for paint and varnish production development, decided to help railroaders, following the Muscovites' example. We began to thoroughly prepare for considerable increases in rail car repair volume. Thanks to this we completely met the enterprise's requirements for empties.

The transportation shop's party committee and party organization have opened up discussions in shifts and crews. It is planned to widely propagate the high quality rail car erpair experience accumulated by the carpenter V. Kornev, and welder N. Aktov.

Until recently all welding operations were conducted in one place, to which it was necessary to bring tank and other rail cars from all loading and unloading points. Now we have also introduced special portable welding units, equipped with fire control devices, something especially important for our operation. Welding operation volume has increased somewhat and the average idle time for freight car repair has declined by one hour.

However, we still have a lot to do. In particular, it is essential to solve the problem of building a repair siding, and equipping it with the appropriate machinery. We are also hoping for help from railroaders on the Yaroslavl Division, mainly in the supply of some kinds of materials.

More Railroad-Enterprise Agreements Signed

Moscow GUDOK in Russian 10 Dec 82 p 1

[Article by S. Pavlyuk, station chief, and O. Korniyenkov, station department chief]

[Text] The collective at the Moscow - Classification - Ryazan Station concluded eight contracts to repair rolling stock with eight large industrial enterprises, including the "Kompressor", "Salyut", and the Tractor Hydraulic Assemblies Plants.

The signing of these contracts is very important. After all, more than half of the cars are sent to these enterprises to be loaded. There are frequently unfortunate cases of rolling stock being returned because of mechanical defects.

The enterprises signing contracts with us are strengthening their repair bases and are supplying them with modern equipment. The station provides training for repair crews from the enterprises, and acquaints them with progressive work methods.

Just in the first week after signing the contracts, the industrial enterprises repaired 11 rail cars.

Uzhgorod Enterprise Reports Own Plans

Moscow GUDOK in Russian 14 Dec 82 p 1

[Article by N. Zubarovskiy, senior engineer, Uzhgorod Division]

[Text] Railroaders at the Svalyava Station and workers from the local forest products combine were very interested in the deed of Moscow industrial enterprise collectives, who decided to repair rail cars on their own. Moreover, this is not new to us. The joint obligations of the neighbors state: render thorough mutual assistance in cleaning and fixing rolling stock.

The forest products combine has set up a repair crew which includes two carpenters, an electric arc welder, and a fitter. There is not a day during which boxcars do not arrive for loading furniture. Thirty percent and sometimes more of the rolling stock is not suitable for loading. Previously they were returned to the station, now this doesn't happen. **Freight** car repair has been organized at a siding, after this they are loaded with finished products. This year more than 1,400 rail cars were repaired.

Having discussed the initiative by Moscow industrial enterprise workers, workers at the forest products combine's transportation shop decided to intensify their help to railroaders. They assumed the obligation to repair 1,820 rail cars in 1983.

Transportation shop workers gave themselves the task of moving more finished products with less rolling stock. Production innovators helped here. They pointed out that even after loading there was much open space left in the cars. This is because the furniture is already assembled before it is loaded. They began to load unassembled furniture. This made it possible to load 12 sets in a car instead of 8. Over a year this will free about 700 rail cars.

Machines help in loading at the sidings. This has made it possible to reduce rolling stock idle time by .56 hours.

Lack of Parts Noted

Moscow GUDOK in Russian 16 Dec 82 p 1

[Article by G. Reshetnyak, deputy director for transportation "Krivorozhstal'" Plant]

[Text] It was with great interest that transportation workers at the Ukrainian Magnikta, as our "Krivorozhstal'" Metallurgical Plant imeni V. I. Lenin is figuratively called, became acquainted with the initiative of a number of the capital's enterprises to ensure the good working condition of every rail car. We expect that it will find the widest support. Every day up to 1,500 freight cars loaded with raw materials arrive at our sidings, about one-third of these are specialized rolling stock. Still, there are not enough gondolas for loading our finished products. What is more, many of them arrive with damaged bodies, and it is impossible to load them with pig iron ingots, rolled wire, and rolled sheets. It is not in our interest to return such car, so we began to search for ways of repairing them.

Initially we began to fix small defects, and gradually increased the repair load. However, we were hindered by insufficiently equipped rail car mechanical inspection points at the Industrial and East Classification plant stations. There was not enough equipment here.

The points were completely reequipped through the help of rail car workers from the Krivorog Division. Donbass car repair machines, electric jacks, gantry cranes, and winches were installed. Arc welder cables, and pipes for oxygen, compressed air, and lubricants were laid alongside the tracks. The plant found some of the equipment, while the Donbass machines were provided by the division. The technical service point now not only performs minor repairs, but also replaces doors, braces, the upper frames of coal cars, and hatch covers.

Work organization itself has changed. Rail cars are now repaired around the clock at the technical service points. All purpose crews, made up of representitives from the plant and the Baturinskaya Car Shop, have been created. An electric arc welder, a burner, and two fitters are working every shift at the technical service point.

In 1979 3,670 cars were repaired, in 1980 - 6,728, in 1981 - 7,741, and in 11 months of 1983 the figure is 9,863 cars. These rail cars left the plant loaded with metal products, and then started hauling freight for the national economy.

The Muscovites' appeal not only poses the question of organizing special sections and crews for rolling stock repair, but also that of supplying enterprises with the essential materials and spare parts. This is very important. For example, we do not have enough gondola doors, struts, braces, and automatic coupler equipment. This slows down repairs, and generally makes it impossible to fix some cars.

Kiev Enterprises Cooperate

Moscow GUDOK in Russian 16 Dec 82 p 1

[Article by N. Vykhristenko, division senior inspector for sidings]

[Text] The Muscovites' initiative found broad support in the labor collectives of enterprises served by the Kiev Division of the Southwestern Railroad. This deed is unusually important to transportation workers: every day an average of 280 "sick" rail cars and 160 container enters the division. Under the best conditions repair points and shops can only repair 160 cars and 70 containers.

Kiev Radio Plant workers were the first to respond to the Muscovites' appeal. They signed contracts with the Darnitsk Car Shop. Radio plant workers obligated themselves to repair rail cars arriving at the siding with broken walls, floors, latches, and other minor defects. Rail car workers organized short courses for training repair workers selected from radio plant personnel. In addition they supplied the plant with the first batch of the essential parts and materials.

The contract stipulates that in the future these deliveries will be sufficient for the plant to have a constant ten day supply of parts and materials for rail car repair. In addition, the mutual obligations state that all repaired defects will be noted in bad order reports which are compiled with help from car shop representitives. Later the partners will, in accordance with report documents, calculate what work has been done and how much materials used.

Vladimir Stepanovich Dub, radio plant transportation shop chief, explains, "Previously we repaired cars on our own, but because this work was, so to speak, on an amateur basis, and consequently did not have a legal foundation, complications frequently arose in financing the work and supplying repair workers with materials, etc. The Muscovites' initiative swept away barriers to mutually advantageous operations."

The radio plant's response is the first, but not the only example of support that our clients have given to this valuable deed. Right after the publication in GUDOK of the appeal, the division had a meeting of station chiefs, and literally the next day offers of obligations to repair rail cars and containers arrived from industrial enterprises. Kiev and Chernigov city and oblast party organs are now giving us great help in organizing this operation. Over a 10 day period 18 enterprises signed contracts with railroaders. These include the Kiev Motorcycle Plant, the "Stroyindustriya" Combine, the Experimental Construction Plant of the USSR Ministry of Power and Electrification, and in Chernigov, the "Khimvolokno" Association, the grain products combine, the auto spare parts plant and other organizations.

Documents are being prepared for another 14 contracts. However, I want to stress that this is only the beginning. Practically all industrial enterprises using the division's services will participate in the repair of rail cars and containers. According to preliminary studies, the division's clients plan to repair up to 10,000 rail cars and 15,000 containers annually on their own.

Volgograd Enterprise Cooperation

Moscow GUDOK in Russian 26 Dec 82 p 1

[Article by G. Kurdybaylo, deputy chief, division rail car department]

[Text] All car shops in the Volgograd Division of the Volga Railroad are assigned to zones of operations of industrial enterpries in the oblast center and the oblast. For example, the Volgograd Shop deals with local metallurgical and tractor plants, and with tire, rubber products, abrasize, bearing, and pipe plants in the city of Volzhskiy. Filonov rail car workers work together with transportation workers at the Sebryakovsk cement plant and the asbestos roofing combine. The collective at the Archedina Shop has close ties with enterprises in Kamyshin - the Glass containers and crane plants, and the cotton combine imeni A. N. Kosygin. The Sarept Shop cooperates with ship builders, the transportation workers collective of the "Kaustik" Production Association, the imeni 50th Anniversary of October, and the steel wire plant.

Just like the Muscovites, every year the workers at these shops sign contracts with their clients to repair rail cars and containers. The contracts are strictly fulfilled. The shops assign experienced foremen or senior inspectors who have an understanding of the technology for rolling stock routine repairs. They are responsible for car repair deadlines and quality, and the observation of rules and norms.

In this regard I want to point out Senior Foreman Ivan Andreyevich Ivanov. He is in charge of this work at the "Red October" and the Volgograd Tractor Plants. At the "Red October" the contract calls for repairing 150 cars this year, in 11 months alone, 173 have been fixed. Rolling stock is returned from here only with the "excellent" mark.

All industrial enterprises use their own planks, welding rods, and sheet metal. We supply spare parts such as automatic couplers, brake shoes, and hatches. The contracts also cover work and materials costs. Unfortunately, not all construction and industrial enterprises in the oblast are involved in this important work.

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CSO: 1829/109

UDC 658.516:629.463.002.2

STANDARDIZATION IN RAIL CAR BUILDING

Moscow ZHELEZNODOROZHNYY TRANSPORT in Russian No 9, Sep 82 pp 49-51

[Article by Candidate of Technical Sciences L. A. Matveyev and engineers V. I. Borisov and A. S. Samsonov: "Standardization in Rail Car Building"]

[Text] Raising the technical level of rolling stock and improving existing freight cars and their basic subassemblies and developing and introducing new ones are of important significance to further improving the operation of rail transport and successfully resolving the tasks set it.

A better technical level and quality of freight car is achieved by developing and introducing highly effective new designs and improving their durability and reliability of operation. In recent years, scientists and rail car building industry workers have done quite a bit along this line. Thus, the body, frame and wheel-pair elements have been strengthened, we have mastered the manufacture of parts cast of low-alloy steels, we have introduced more durable paints and varnishes, and so on.

In the 10th Five-Year Plan, we mastered the production of a whole series of new specialized freight cars to ship a broad products list of national economic freight, including gravity-discharge grain cars, cars for hauling mineral fertilizers in bulk and a flatcar for large containers. All these cars, like many others currently being produced by domestic industry, are at a high technical level, as is borne out by comparing them with similar types of rolling stock in operation on foreign railroads (Table 1, second page following).

Organizing the industrial production of freight cars and their normal operation and maintenance are made considerably easier by the use of standardized and unitized subassemblies and parts. These include, for example, wheel pairs, journal boxes and leaf-spring suspensions. Also unitized is the automatic coupling device, which performs all basic shock-absorbing and traction unit functions. Maximum design unitization and the extensive use of unitized subassemblies and parts permits substantial simplification and reduction in the expense of producing, operating and maintaining cars.

There are about 90 state standards (GOST), about 100 branch standards (OST) and more than 200 specifications (TU) for freight cars, their main subassemblies and parts, currently in effect in the field of rail car building. The main developer of state standards for cars is the All-Union Scientific Research Institute

Table 1

(1) Основные параметры вагонов	(2) Тип вагона							
	(3) Крытый вагон-хоппер для зерна		(4) Крытый вагон-хоппер для минеральных удобрений		(5) Полувагон универсальный металлический		(6) Платформа универсальная грузоподъемностью 66 т	
	(7) СССР	(8) ГАХТ (США)	(7) СССР	(9) «Фуавет Жирель» (Франция)	(7) СССР	(10) «Норфолк Вестерн» (США)	(7) СССР	(11) «Франко Бельж» (Франция)
Ширина колеи, мм (12)	1 520	1 435	1 520	1 435	1 520	1 435	1 520	1 4[illegible]
Грузоподъемность, т (13)	65	63.5	64	64	65	63.5	66	76.[illegible]
Объем кузова, м³ (14)	93	73.62	73	65	73	88.33	—	
Масса вагона (тара), т (15)	22	25.26	22	20.25	22	30.12	20.92	23.[illegible]
Длина по осям сцепления автосцепок, мм (16)	14 720	12 801	13 200	14 840	13 920	16 091	14 620	14 [illegible]
Количество люков: (17)								
загрузочных (18)	4	6	4	1	—	—	—	[illegible]
разгрузочных (19)	6	2	4	4	—	—	—	[illegible]
Коэффициент тары (20)	0.338	0.39	0.343	0.32	0.34	0.171	0.32	0.[illegible]

Key:
1. Basic car parameters
2. Type of car
3. Closed grain hopper car
4. Closed mineral fertilizers hopper car
5. Multipurpose metal gondola car
6. Multipurpose 66-ton flatcar
7. USSR
8. GAKhT (USA) [not further identified]
9. "Fuavet Zhirel'" (France) [transliteration]
10. "Norfolk Western" (USA)
11. "Franko Bel'zh" (France) [transliteration]

12. Axle width, mm
13. Load capacity, tons
14. Body volume, m^3
15. Car weight (tare), tons
16. Length across automatic coupler axles, mm
17. Number of hatches:
18. loading
19. unloading
20. Tare-weight factor

of Rail Car Building (VNIIV). These standards define the types and basic parameters of the cars and their subasemblies and set specifications, control testing methods, product certification quality requirements, and so on.

Work in the field of rail car standardization is aimed at resolving such tasks as increasing load capacity, lowering specific metals-intensiveness, increasing reliability, and others. Thus, comprehensive research and full-scale model testing of freight cars and their responses en route which were done in recent years by the VNIIV, jointly with the All-Union Scientific Research Institute of Rail Transport, have confirmed the possibility of increasing the axle load on the rails from 22 to 23.25 ton-force for the operating fleet of cars. Calculations have shown that increasing axle loads will enable us to increase the load capacity of all basic types of cars: gondola, closed flatcar, and others.

In 1981, in consideration of modern operating conditions and the current level of car building development, state standards were reviewed for certain types of cars. Changes were made in a number of state standards for cars, their basic subassemblies and parts. In our view, these efforts should be discussed in more detail.

The truck is one of the vital subassemblies ensuring safe travel and largely determining the load capacity of rail cars. Much attention was therefore paid to increasing the strength of trucks and improving their performance when reviewing GOST 9246-70, "Trucks for Two-Axle Freight Cars for Mainlines With 1,524 (1,520) mm Track. Basic Parameters, Dimensions and Specifications." Resolution of these questions provides an opportunity to increase the intensiveness of operation and the load capacity of the cars.

The new standard, GOST 9246-79, sets the maximum static axle-on-rails load at 22 ton-force, anticipates the use of improved leaf-spring units with variable flexibility, and increases the minimum leaf-spring suspension static opening [flexure] from 40 to 45 mm. It also sets requirements for preventing parts from dropping out when cars are dumped and institutes specifications for protecting the trucks during loading and unloading. Later, for the purpose of increasing the load capacity of cars in the operating fleet, change No 1 was added to GOST 9246-79, permitting an increase in axle-on-rails load from 22 to 23.25 ton-force.

GOST 4835-80, "Wheel Pairs for Mainline Cars on 1,520 (1,524) mm Track. Specifications," went into effect on 1 July 1981. The purpose of reviewing the standard previously in effect was to choose efficient types of wheel pairs and refine the requirements on the technology of forming and monitoring them with a view towards ensuring reliable operation under modern conditions. The indicated standard covers freight car wheel pairs and establishes types, basic dimensions, acceptance rules, inspection methods and manufacturer warranty.

In order to improve operating reliability, the standard anticipates the formation of wheel pairs using stronger axles and wheels, institutes monitoring of the coaxial alignment of wheel rolling surfaces and axle base surfaces, and regulates the wheel nave surface and nave opening surface shape deviation. In connection with the higher speeds of travel, it also regulates size deviation which causes dynamic overloads on wheel pairs. The standard refines a number of requirements in the technology of forming wheel pairs, strengthens monitoring of and responsibility for the quality of this work, and reduces the number of types of wheel pairs from eight to two.

One other new standard, GOST 10935-82, "Closed Mainline Freight Cars for 1,520 (1,524) mm Track. Specifications," covers four-axle freight cars designed for hauling single-unit, crated single-unit, packed and loose freight requiring protection from precipitation. This standard establishes requirements for the manufacture of closed cars, the materials used, safety equipment, marking, transport, and manufacturer warranty.

As compared with GOST 10935-69, the previous standard, the new one makes a number of additional demands to further improve the design of closed cars, their load capacity, reliability and quality of manufacture. These concern, in particular strengthening the sliding door construction, changing the roof design, strengthening the frame, using truss-strut construction with all-metal end walls and using steels with improved mechanical properties. Moreover, the GOST anticipates increasing the load capacity of the car from 63 to 68 tons and the axle-on-rails load from 21.5 to 23.25 ton-force and lowering specific metals-intensiveness from 0.392 to 0.363.

The basic indicators describing the technical levels of a number of modern domestic and foreign closed freight cars are given in Table 2. As we see, domestic closed freight cars surpass foreign analogs in such important indicators as load capacity, axle-on-rails load and specific metals-intensiveness.

Table 2.

indicator name	indicator for closed freight cars		
	GOST 10935-82 (USSR)	Union Pacific (USA)	Pullman Standard (USA)
load capacity, tons	68	63.5	63.4
specific metals-intensiveness	0.363	0.44	0.40
axle-on-rails load, ton-force	23.25	22.92	22.2

GOST 10915-82, "Dump Cars for Railroads With 1,520 (1,524) mm Track. Types and Basic Parameters," establishes the types of and basic parameters for dump cars designed for hauling, mechanically loading and unloading free-flowing and fragment freight on railroads at open-pit mines, industrial and construction enterprises. As compared with GOST 10915-73, this standard includes new types of such cars, in particular, the VS 60-70 and MVS-80 dump cars for hauling hot metallurgical freight and slag at temperatures up to 800°C. Moreover, the new standard permits higher axle loads (25, 27.5, 35 ton-force) and larger car bodies (32, 35, 50 and 67.5 m^3).

Empty dump cars can be operated safely at speeds of up to 100 km/hr; loaded and on industrial enterprise tracks -- 70 km/hr; loaded and on grades of 40-60 per thousandth -- 30 km/hr. Speeds of up to 120 km/hr are permitted, both empty and loaded, on mainlines. The basic indicators describing the technical level of several domestic and foreign dump cars are given in Table 3, following page.

GOST 10674-75, "Tank Cars for 1,520 mm Mainline Track. Specifications," was also reviewed. This resulted from the improved quality of the tank cars and

Table 3.

indicator name	dump car indicators	
	GOST 10915-82	"Magor" (USA)
load capacity, tons	60	59
body volume, cubic meters	32	25
specific metals-intensiveness	0.46	0.46

the materials used, increased safety demands, increased industrial sanitation demands and other factors. The new GOST 10674-82, "Tank Cars for 1,520 mm Mainline Track. General Specifications," covers tank cars for hauling liquids and gases, molten substances and bulk materials whose physicochemical properties permit shipping them in such cars. The standard establishes the types, basic parameters and sizes of tank cars, specifications and safety requirements for them, what comprises complete-set delivery, acceptance rules, testing methods, marking, and also operating requirements and manufacturer warranty. The GOST anticipates designing all new tank cars for axle loads of up to 23.25 ton-force and sets an average service life prior to initial major overhaul of 10 years and an average service life prior to first depot repair of two years. Improved brake-line reliability will be facilitated by this standard's requiring that tank cars be equipped with an automatic-performance system and that the brake air line be manufactured from seamless cold-deformed pipe.

Changes are being made in GOST 10936-75, "Gondola Cars for 1,520 (1,524) mm Track Mainlines. Specifications" and GOST 7488-74, "Multipurpose Flatcars for 1,520 (1,524) mm Track Mainlines, 66-Ton Load Capacity. Specifications." They concern increasing the load capacity of this type of car built after 1974. It is increased from 63 to 69 tons for gondola cars and from 66 to 70 tons for flatcars. This will permit hauling millions more tons of national economic freight with the same fleet of cars. The economic impact of increasing freight car load capacities will be about 110 million rubles.

Systematic review and up-dating of existing standards and specifications (generally once every five years) is an important means of raising the technical level and improving the quality of freight cars. Increasing the role of the standards and the responsibility for meeting them are important conditions for further accelerating technical progress in rail transport.

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March 14, 1983